Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2656

Name: B-0183 / Offutt Rd over Bruce Run Br.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X___ Eligibility Not Recommended _____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. BA-2656

NAME AND SHA NO.: B-0183

LOCATION
Road Name and Number: Offutt Road over Brice Run Branch
City/Town: Randallstown _ vicinity
County: Baltimore

Ownership: _ State X County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X no
___ NR listed district _ NR determined eligible district
___ locally designated _ other
Name of District _

BRIDGE TYPE

__ Timber Bridge
__ Beam Bridge __ Truss-Covered __ Trestle __ Timber-and-Concrete

__ Stone Arch Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name ___

DESCRIPTION

Describe the Setting:

Bridge B-0183 carries Offutt Road over Brice Run Branch in western/central Baltimore County. Randallstown is situated southwest of the junction of I-695 and I-795 west of Baltimore City. Offutt Road runs north and south while Brice Run Branch flows west to east. Located in the Piedmont physiographic province, a region characterized by variegated topography created by rivers and streams cutting through the valley, the bridge is surrounded by wooded land and several late-nineteenth and early-twentieth-century residences at both the north and south ends of the bridge.

Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

Bridge B-0183, a single-span concrete tee-beam structure, has a total bridge length of 28'. According to county inspection reports, the 20' wide roadway carries only one lane of traffic in two directions. The low, solid concrete parapets and the concrete slab are integrated with the girders. A steel W-beam guardrail is attached to the northeast end of the parapet. The substructure consists of stone abutments and stone wing walls which flare at the northeast, southwest, and southeast ends.

The presence of stone abutments and wing walls may indicate that the present bridge was planned atop the substructure of an earlier bridge. However, documentary research has not identified this earlier bridge nor the period of its useful life. The reuse of the earlier bridge's stone abutments and wing walls helps illustrate the evolution of bridge construction in one location.

Details of the bridge's present condition from a 1993 inspection report include chipping, spalling, and longitudinal cracking of the parapets, spalling and exposed reinforcing steel on the underside of the deck. The eastern beam (no. 4) shows delamination, cracking, and spalling. The abutments and wing walls exhibit deteriorating mortar joints.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

According to available documentary evidence, this bridge has not undergone any major alterations.

HISTORY

When Built: 1920
Why Built: Statewide road improvement programs and local transportation needs.
Who Built: Unknown
Who Designed: Unknown
Why Altered: N/A
Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

_ A (Events) _ B (Person) _ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

In many ways, Baltimore County was a leader in modern bridge construction, affecting the materials and design of concrete structures throughout the state. Baltimore was the first of the state's counties to hire a professional engineer to oversee construction and maintenance of its roads. Early Maryland Geological Survey and State Road Commission Reports relate that the county began to build concrete bridges and culverts in 1901, and that by 1903 had constructed many good roads and replaced old wooden bridges with permanent structures. The "progressive work" by the Baltimore county engineer in 1903 was evidenced by the first reinforced concrete highway bridge built in the state. The method of reinforcing concrete using steel rods embedded in concrete beams allowed the girders to withstand heavy loads with no steel surface exposed to air, thereby significantly reducing maintenance costs.

A 1906 state highway report stated that improvement projects begun in 14 counties included the widening, straightening, and/or grading of many existing roads, as well as the construction of many new bridges to carry these rebuilt roads. The rapid increase of automobile, truck, and bus traffic during the early decades of the twentieth century prompted the replacement of old bridges with new, modern concrete structures. During the 1920s, the State Road Commission embarked upon a plan to both improve the safety and comfort of the primary roads while also building up the secondary and farm-to-market road system. The establishment of district engineering offices during the 1910s, the creation of a separate bridge department within the State Road Commission in 1920, and the development of standard statewide specifications for bridges undoubtedly aided the construction of nearly 750 concrete bridges and culverts between 1902 and 1929 in Baltimore

County. Finally, the elimination of toll roads, many of which ran through the county and terminated in Baltimore city, may have induced the improvement of additional county roads in an effort to provide unlimited access through the county.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, the construction of this bridge did not play an active role in the growth or development of this portion of Baltimore County.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located within an area which is eligible for historic district designation. The Granite Historic District is located southwest of Bridge B-0183.

Is the bridge a significant example of its type?

No. The use of stone for the substructure does not conform to concrete beam bridges constructed during the 1920s.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No. This bridge retains integrity of its original super- and substructure, but the reuse of the earlier stone abutments and wing walls does not conform to standard concrete beam bridges. Further, although recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets and girders, and deteriorating mortar joints in the abutments and wing walls, none of these character defining elements has been replaced or removed.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

Should this bridge be given further study before significance analysis is made, and why?

No, this bridge should not receive further study.

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SURVEYOR INFORMATION

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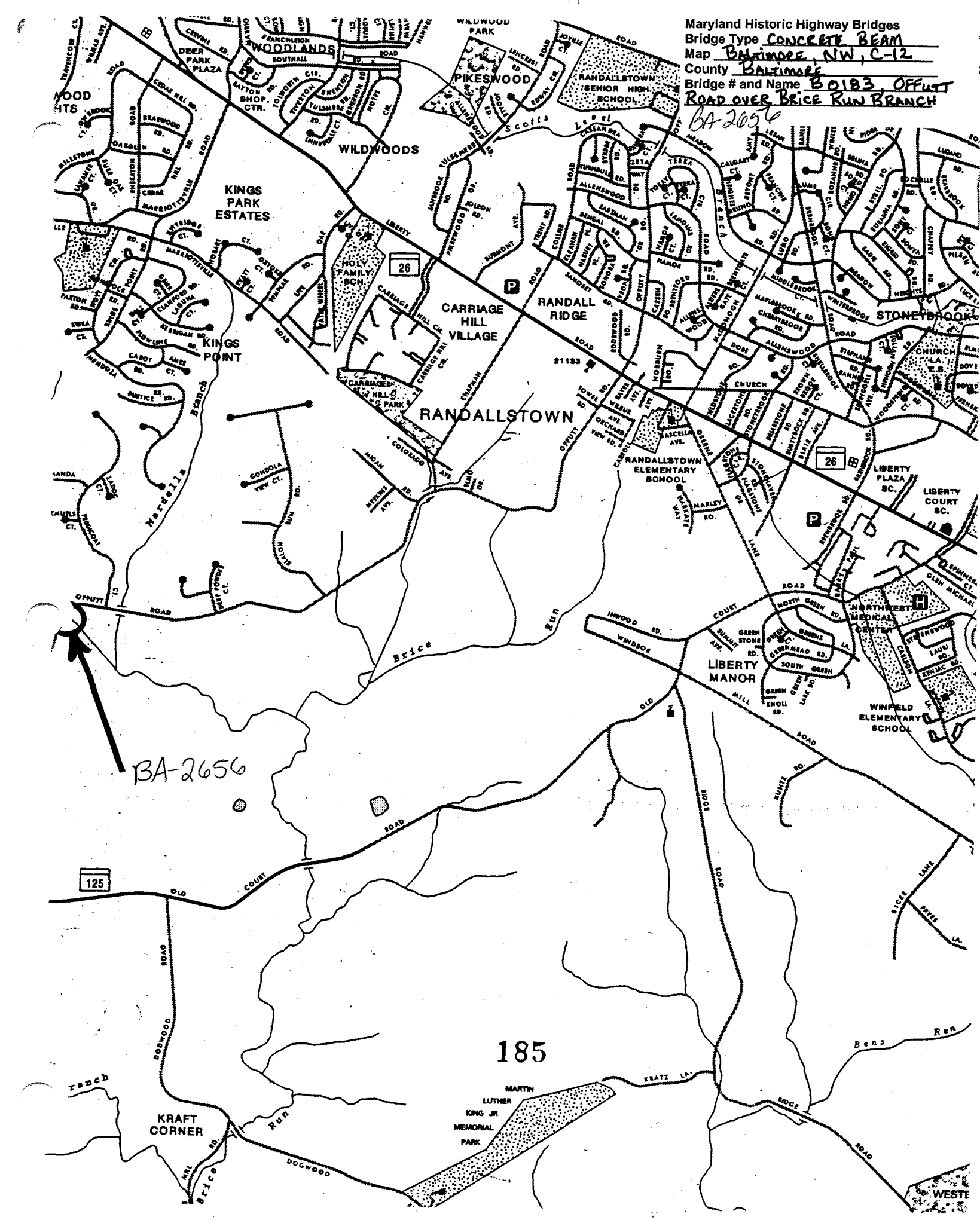
Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map BALTIMORE, NW; C-12
County BALTIMORE
Bridge # and Name B0183, OFFUTT ROAD OVER BRICE RUN BRANCH
BA-2656
WILDWOODS
PIKESWOOD
KINGS PARK ESTATES
KINGS POINT
HOLY FAMILY SCH
CARRIAGE HILL VILLAGE
RANDALL RIDGE
RANDALLSTOWN
RANDALLSTOWN SENIOR HIGH SCHOOL
RANDALLSTOWN ELEMENTARY SCHOOL
STONEBROOK
LIBERTY MANOR
NORTHWEST MEDICAL CENTER
WINFIELD ELEMENTARY SCHOOL
LIBERTY PLAZA SC.
LIBERTY COURT SC.
KRAFT CORNER
MARTIN LUTHER KING JR. MEMORIAL PARK
OFFUTT ROAD
OLD COURT ROAD
MILL ROAD
DOGWOOD ROAD
BRICE RUN
BENS RUN
BA-2656
185

Inventory # BA-2656

Name B0183-OFFUTT RD OVER BRICE RUN BRANCH
County/State BALTIMORE COUNTY/MD
Name of Photographer DAVE DIEHL
Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING EAST

Number 18 of 314

Inventory # BA-2654

Name B0183-OFFUTT RD OVER BRICE RUN BRANCH
County/State BALTIMORE COUNTY / MD
Name of Photographer DAVE DIEHL
Date 1/95

Location of Negative SHA

Description NORTH ELEVATION LOOKING SOUTH

Number 2 ~~10~~ of ~~37~~ 4

Inventory # BA-2652

Name B0183 - OFFUTT RD OVER BRICE RUN BRANCH
County/State BALTIMORE COUNTY/MD
Name of Photographer DAVE DIEHL
Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION LOOKING NORTH

Number 3 of 4

Inventory # BA-2656

Name B0183-OFF UTT RD OVER BRICE RUN BRANCH
County/State BALTIMORE COUNTY/MD
Name of Photographer DAVE DIEHL
Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING WEST

Number ~~12~~ 4 of ~~37~~ 34